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United States
Department of
Agriculture

Forest
Service

Intermountain
Region

Ogden, Utah

the SALMON
a wild and scenic river

map and guide
1989

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SALMON RIVER

The Salmon River originates in the Sawtooth and Lemhi Valleys of central and eastern Idaho. Snows from the Sawtooth and Salmon River Mountains in the south and the Clearwater and Bitterroot Mountains in the north feed this wild river. It is 425 miles long and drains 14,000 square miles. From elevations above 8,000 feet, the Salmon cascades to an elevation of 905 feet before it joins the Snake River.

The river is historically known as "The River of No Return." For more than 150 years after the first white men came to this valley, only one-way trips down the Salmon River were possible. In recent years, with the advent of power boats, skilled operators have been able to travel up river. Even today, however, this trip demands the best in skill, experience and equipment.

The Salmon flows through a vast wilderness in the second deepest gorge on the continent. Only the Snake River Canyon is deeper. The Salmon's granite-walled canyon is one-fifth of a mile deeper than Grand Canyon. For approximately 180 miles, the Salmon Canyon is more than one mile deep.

In the 151 miles from North Fork to Riggins, the Salmon drops a total of 1,910 feet, over 12 feet per mile. Peak flows occur from the middle of May to early July. The river is at its lowest in January and February, but highs and lows are subject to seasonal changes. River crossings 100 years ago in the "No Return" stretch were made by raft, swimming, cable crossing, bridge or ferry. Today, you will find pack bridges at Stoddard Trailhead, Campbell's Ferry, Mackay Bar, and Wind River.

The Wild section of the river from Corn Creek Campground to Long Tom Bar is bordered by the Frank Church—River of No Return and Gospel Hump Wildernesses. Normally, the more restrictive requirements of the Wilderness Act of 1964 would apply in managing this portion. But with the Central Idaho Wilderness Act of 1980, Congress specifically directed that the requirements of the Wild and Scenic Rivers Act would take precedence. So visitors expecting a true "wilderness experience" may encounter what might appear to be non-conforming uses in the river corridor, such as power boats and administrative use of chainsaws or other power equipment. These uses were specifically provided for by Congress.

A further note on jetboats—the historic use of jetboats was recognized by Congress as an integral part of the transportation system on the Salmon River; therefore, provisions were made to continue powerboat use. As you approach rapids, remain alert for the sight or sound of approaching jetboats. A jetboat must maintain constant speed in order to plane and a jetboat cannot cut power once committed to a rapid. Please be aware of the possibility of oncoming traffic and ensure a safe, pleasant trip for everyone.

PERMIT REQUIREMENTS

Due to the increasing popularity of white water boating and to protect the river's wild and scenic qualities, it is necessary to limit use of the Wild Section of the Salmon from Corn Creek to Long Tom Bar. This is accomplished by requiring permits for each party floating or jetboating the river during the control season. There are presently no permit requirements for the 45-mile Recreation Section from North Fork to Corn Creek or the section from Vinegar Creek to Riggins. Permit information for the Salmon can be obtained from the following offices:

Hells Canyon National Rec. Area
Forest Service
3620-B Snake River Ave.
Lewiston, ID 83501
Phone: (208) 743-2297

Middle Fork Ranger District
Forest Service
PO. Box 750
Challis, ID 83226
Phone: (208) 879-5204

North Fork Ranger District
Forest Service
PO. Box 780
North Fork, ID 83466
Phone: (208) 865-2383

West Fork Ranger District
Forest Service
Darby, MT 59892
Phone: (208) 821-3269

Information should be requested in the late fall preceding a tentative float trip.

For more information about the Salmon River, contact one of the offices below:

INFORMATION SOURCES

Supervisor's Office
Salmon National Forest
PO. Box 729
Salmon, ID 83467
Phone: (208) 756-2215

North Fork Ranger District
Salmon National Forest
PO. Box 780
North Fork, ID 83466
Phone: (208) 865-2383

Supervisor's Office
Nez Perce National Forest
319 E. Main Street
Grangeville, ID 83530
Phone: (208) 983-1950

Salmon River Ranger District on Slate Creek
Nez Perce National Forest
White Bird, ID 83554
Phone: (208) 839-2211

Hell's Canyon National Recreation Area
PO. Box 832
Riggins, ID 83549
Phone: (208) 628-3916

Idaho Department of Aeronautics
2103 Airport Way
Boise, ID 83705

Salmon Office
Idaho Department of Fish and Game
PO. Box 1336
Salmon, ID 83467
Phone: (208) 756-2271

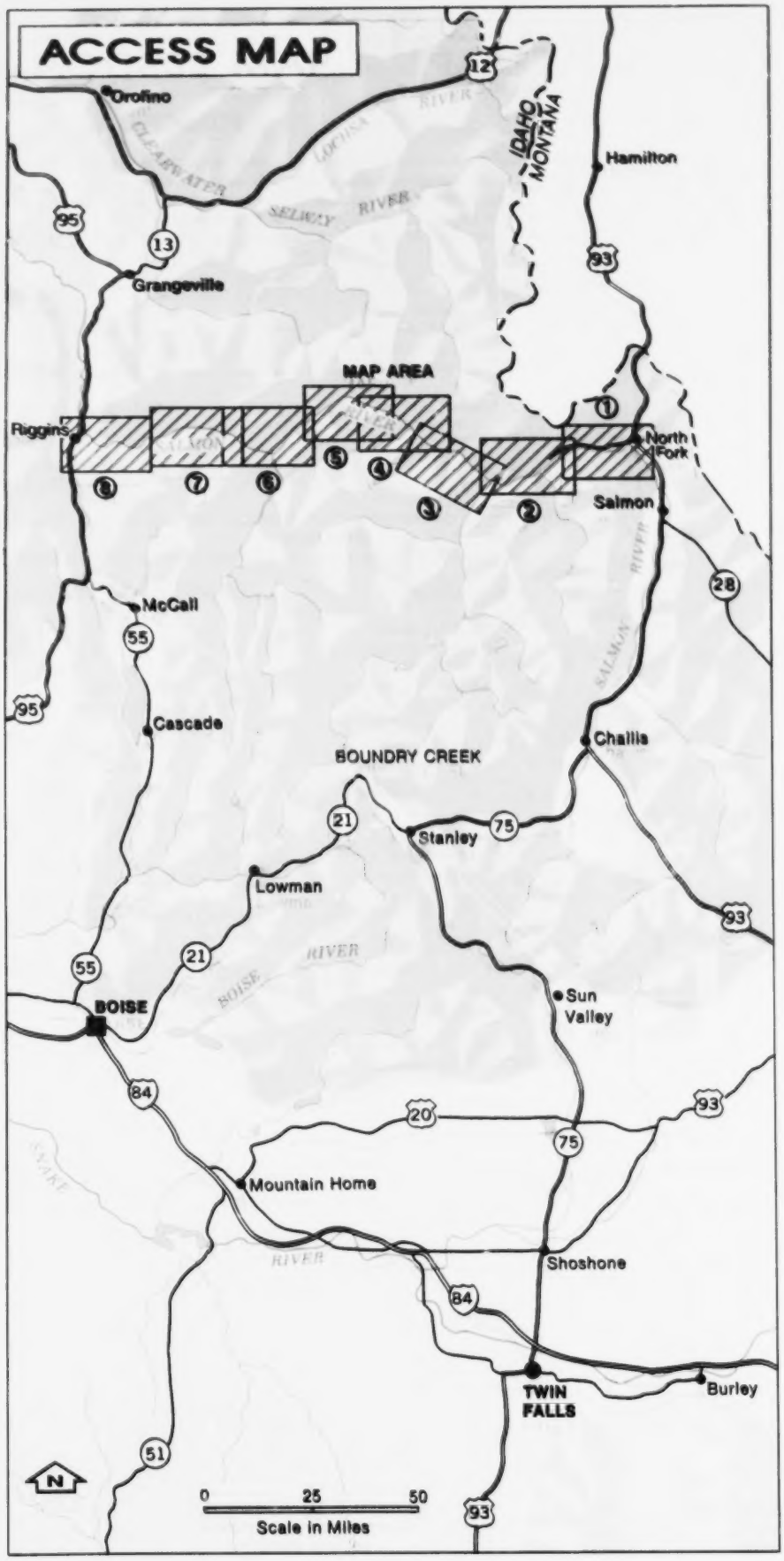
Idaho Outfitters and Guides Association
PO. Box 95
Boise, ID 83701

Supervisor's Office
Payette National Forest
PO. Box 1026
McCall, ID 83638

Big Creek Ranger District
Payette National Forest
Winter: McCall, ID 83638
Phone: (208) 623-2255
Summer: Via Yellow Pine, ID 83667
No Phone

Supervisor's Office
Bitterroot National Forest
316 North 3rd Street
Hamilton, MT 59840
Phone: (406) 363-3131

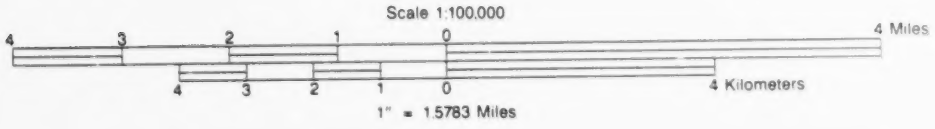
VICINITY MAP


ACCESS MAP
Orofino
Grangeville
Hamilton
IDAHO
MONTANA
MAP AREA
Riggins
North Fork
Salmon
McCall
Cascade
Challis
BOUNDRY CREEK
Stanley
Lowman
BOISE
Sun Valley
Mountain Home
Shoshone
TWIN FALLS
Burley
CLEARWATER
SELWAY RIVER
SALMON RIVER
BOISE RIVER
SNAKE RIVER
12
95
13
93
28
55
21
75
84
20
51
N
0
25
50
Scale in Miles

SALMON RIVER

LEGEND

- Wilderness Boundary
- National Forest Boundary
- Special Mining Area Boundary
- Private Land
- State Land
- BLM Land
- District Ranger Station
- Other Forest Service Facility
- Forest Service Campground, Developed
- Forest Service Campsite, Undeveloped
- Forest Service Picnic Site
- Outfitter's Camp
- Boat Landing, Rafts
- Boat Ramp, Jet Boats
- Pack Animal Loading Facilities
- Mileage from North Fork
- Bridge
- Buildings
- Mine
- Spring
- Rapids
- U.S. Highway
- Paved Road
- Improved Gravel Road
- Dirt Road
- Unimproved Dirt Road
- Trail



MILE 0.0 **NORTH FORK TOWN SITE:** Early site of a huge Shoshoni Indian encampment. Commercial facilities available. No permit required to float from here to Corn Creek.

MILE 0.1 **NORTH FORK RANGER STATION:** Summer hours: 8:00 to 4:30, Monday - Friday. River floating permits, additional maps and information available. Limited commercial facilities beyond this point.

MILE 2.6 **AN ACTIVE GREAT BLUE HERON ROOKERY** can be observed in the cottonwood groves below Camel Gulch.

MILE 3.7 **DEADWATER:** Canada geese and a variety of waterfowl find nesting and resting habitat in the slow waters of this stretch of river. Boat ramp and picnic site.

MILE 4.3 **DUMP CREEK:** This site represents one of the most serious cases of accelerated erosion that can be found on National Forest in the western United States. The erosion resulted when a small mining diversion reservoir failed around 1897, sending the waters of both Dump Creek and Moose Creek down the Dump Creek channel. In 1980, the Dump Creek diversion project returned flows from the upper Moose Creek watershed to the original Moose Creek channel. This project resulted in a major reduction of unnatural sedimentation of the Salmon River.

MILE 10.4 **INDIANOLA FIELD STATION AND HELIPORT:** The site was first used as a post office/stage stop in 1899. The stage ran from Salmon to Indianola once a week and there was a hotel with three rooms which served meals for the stage. The site was purchased in 1908 by the Forest Service. It had an old dwelling at that time, which burned down and was replaced by a two-room building which is part of the present office. This station was used as a year-round administrative site and ranger station until the North Fork Ranger District was established. It was then converted to seasonal use. Today, it serves as a helitack base for the Salmon National Forest during the fire season.

INDIAN CREEK ROAD: Built by Lemhi County around 1901 to service the Ulysses and Kitty Burton Mines, one of the biggest quartz-gold mining enterprises in Lemhi County.

MILE 10.5 **SQUAW CREEK:** The mouth of this creek was the scene of considerable activity in 1933 when camp F-92 was established for the Civilian Conservation Corps (CCC). There were four CCC camps on the Salmon National Forest between 1933 and 1942. Numerous roads, bridges, and recreation sites remain to remind us of their hard work.

MILE 14.0 **POINT WHERE CAPTAIN CLARK TURNED BACK:** In the fall of 1805, Meriweather Lewis and William Clark were probably the first white explorers to see the Salmon River Canyon. Hoping to find a westward passage through the canyon for his canoe party, Clark climbed to a high vantage point to see if the country opened up. Upon seeing Pine Creek Rapids and the sheer rock cliffs, Clark was convinced that they would have to find a different route west.

MILE 14.0 **SALMON RIVER RANCH:** This huge flat produced fruits and vegetables for local miners as early as 1887.

MILE 16.1 **TRANSFER GULCH:** The name recalls the time when this point marked the end of the wagon trails and supplies had to be transferred to pack strings or scows to proceed down river.

MILE 17.7 **SPRING CREEK BOAT RAMP:** Forest Service facilities include toilets and a boat ramp.

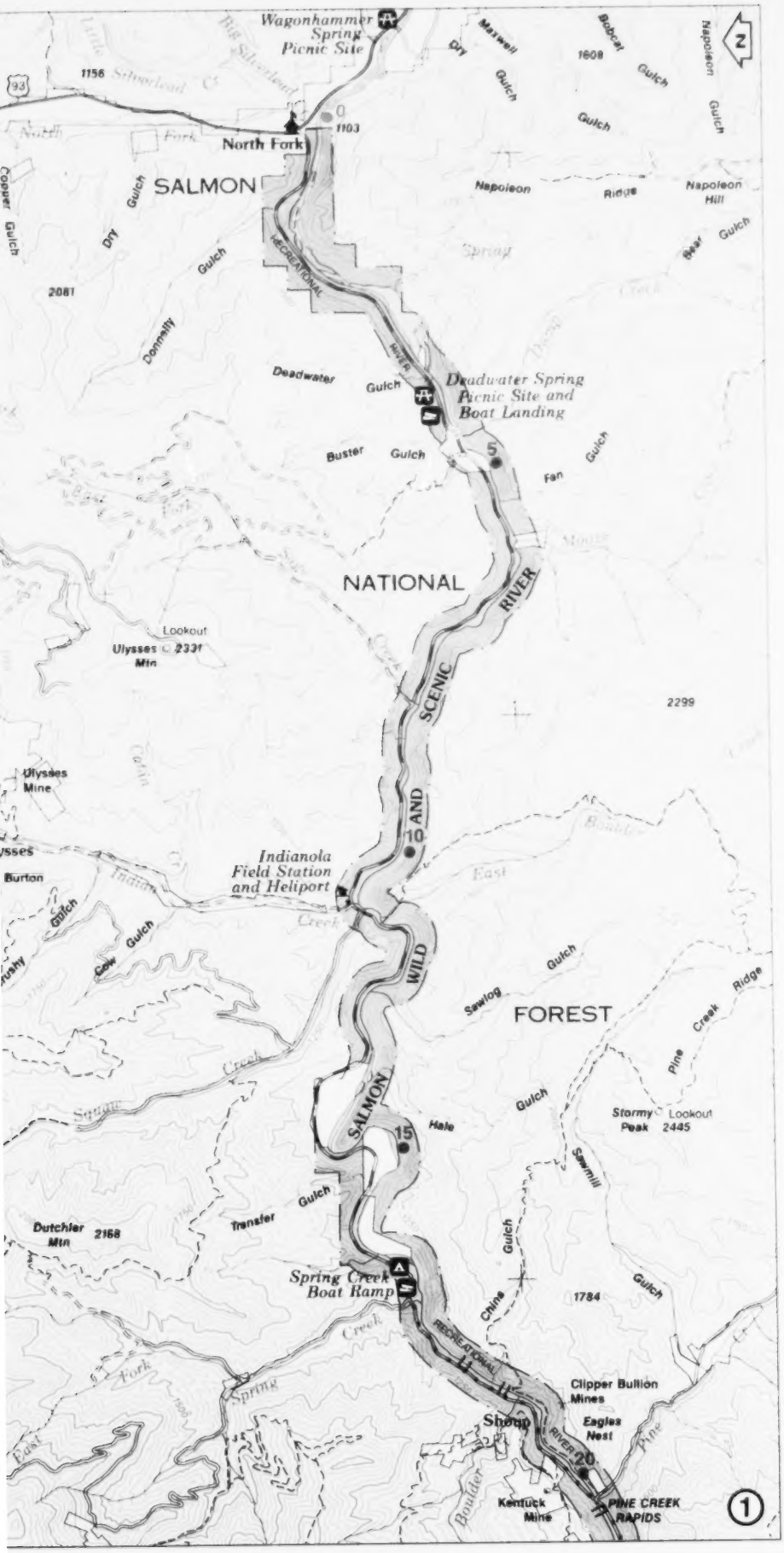
MILE 17.7 **SPRING CREEK BAR HISTORIC GRAVE:** Henry Clay Merritt (1842-84), the superintendent of the Kentuck Mine, was buried here after drowning below Indianola while a passenger on a supply boat. The four-foot high, white marble headstone is said to be the fanciest on the Salmon River. The grave lies within the chainlink fence on the left side of road.

MILE 18.8 **SHOUP HISTORIC TOWNSITE:** Named in honor of the first governor of the State of Idaho, Shoup once had a population of nearly 200 during the 1880's gold rush. The mining town had an elementary school, a store, several saloons, and a sawmill. Buildings lined the left-hand side of the road. Most of the old mining equipment was salvaged for iron as part of the war effort in 1941. A telephone is available for emergency use.

MILE 19.1 **CLIPPER BOULLION MINE:** An 1895 newspaper clipping reported 13 pounds of gold being extracted from 65 tons of Clipper Boullion ore. This ore was some of the richest in the area.

MILE 19.7 **GOLD HILL MINE:** Historic gold mine and mill. Privately owned, but open to the public with permission.

MILE 19.8 **GRUNTER MINE:** Gold-quartz was discovered in 1882 before there was a road down the river. Supplies were floated on barges or scows. The boats were then taken apart and the lumber was used in construction at Shoup and the surrounding mines. The mills used water power to crush the ore.


Wagonhammer Spring Picnic Site
North Fork
SALMON
NATIONAL
RIVER
SCENIC
AND
WILD
FOREST
RECREATIONAL
Deadwater Spring Picnic Site and Boat Landing
Indianola Field Station and Heliport
Spring Creek Boat Ramp
Ulysses Mine
Lookout
Ulysses Mtn 2331
Stormy Peak Lookout 2445
Dutchler Mtn 2168
Clipper Bullion Mines
Eagles Nest
Kentuck Mine
PINE CREEK RAPIDS
Napoleon Ridge
Napoleon Hill
Deadwater Gulch
Buster Gulch
Dry Gulch
Maxwell Gulch
Bobcat Gulch
Sawlog Gulch
Pine Creek Ridge
Sawmill Gulch
Transfer Gulch
Chine Gulch
Hale Gulch
Fan Gulch
Rear Gulch
Burton Gulch
Cow Gulch
Copper Gulch
Dry Gulch
Dommelly Gulch
Spring Creek
Boulder Creek
Indian Creek
East Fork
Pine Creek
Sawtooth
Silverleaf Ct.
Little Big Silverleaf
1156
1103
1608
2081
2299
1784
2168
0
5
10
15
20
93
2

MILE 20.3 **PINE CREEK BRIDGE:** Built during the winter of 1933-34 by CCC workers. The river road was completed down to Panther Creek by the end of that winter.

PINE CREEK RAPIDS: (Class III+ to IV) Many rocks left side. Run is down the right side with a few rocks. Should be scouted from the left side.

MILE 20.4 **NEAR VERTICAL ROCK FORMATIONS** provide quality habitat for mountain goats at this location.

MILE 22.0 **COHEN GULCH:** 15 tons of powder were required to blast a huge rock point at this site when the CCC's were building the road in the thirties. The job required the men to tie ropes to the mountain mahogany to let themselves down to do the drilling required for blasting.

PHONE LINES from Pine Creek to Panther Creek were installed by 1934. This line is still in use.

MILE 24.5 **SHOUP ROCK SHELTER AND PICTOGRAPHS:** The earliest inhabitants of this rock shelter lived here over 8,000 years ago. They were primarily hunters and fishermen of the Bitterroot culture. These people were probably the ancestors of the Northern Shoshoni or "Sheepeater" Indians.

MILE 25.0 **UPPER DUTCH OVEN RAPIDS:** (Class III) Run is down center to left of center through rock slot, depending on water level.

MILE 27.0 **PANTHER CREEK:** Named for the numerous cougars once found in this large drainage. Panther Creek was the site of CCC camp F-176 from the summer of 1934 until 1940. CCC crews built the Panther Creek road.

MILE 27.4 **NEAR VERTICAL ROCK FORMATIONS** provide quality habitat for mountain goats at this site.

MILE 28.5 **COVE CREEK:** Johnny Burr is buried by the Salmon River here at the mouth of Cove Creek. He drowned in the Salmon River, probably before 1900. The bridge was constructed by the CCC's in the 1930's.

MILE 29.7 **OWL CREEK BOAT RAMP:** Sandy beach is suitable for float boat take-out and put-in. Planned facilities will include toilets and a concrete boat ramp.

MILE 32.2 **POVERTY FLAT CABLE CROSSING:** Cable crossings used to be very common along the Salmon River. They could be very dangerous, as was demonstrated by a tragic accident in May 1947 at this site. A man and his two sons were crossing the river to visit "Hacksaw Tom" Christensen who lived across from Poverty Flat. High water caught the basket and two of the three were lost to the raging waters. The cable crossing has since fallen into the river and not been replaced.

MILE 33.0 **EBENEZER ROCK SHELTER AND PICTOGRAPHS:** Little is known about this particular rock shelter, but it is assumed to have been used by ancestors of the Northern Shoshoni or "Sheepeater" Indians.

MILE 34.0 **EBENEZER BAR:** This was the site of CCC camp 401 during the thirties. Toilet facilities available.

MILE 37.9 **LONG TOM CREEK:** Named after a mining implement called a "Long Tom" found at the mouth of this creek. A Long Tom is a combination rocker and sluice box and is used to separate gold from ore.

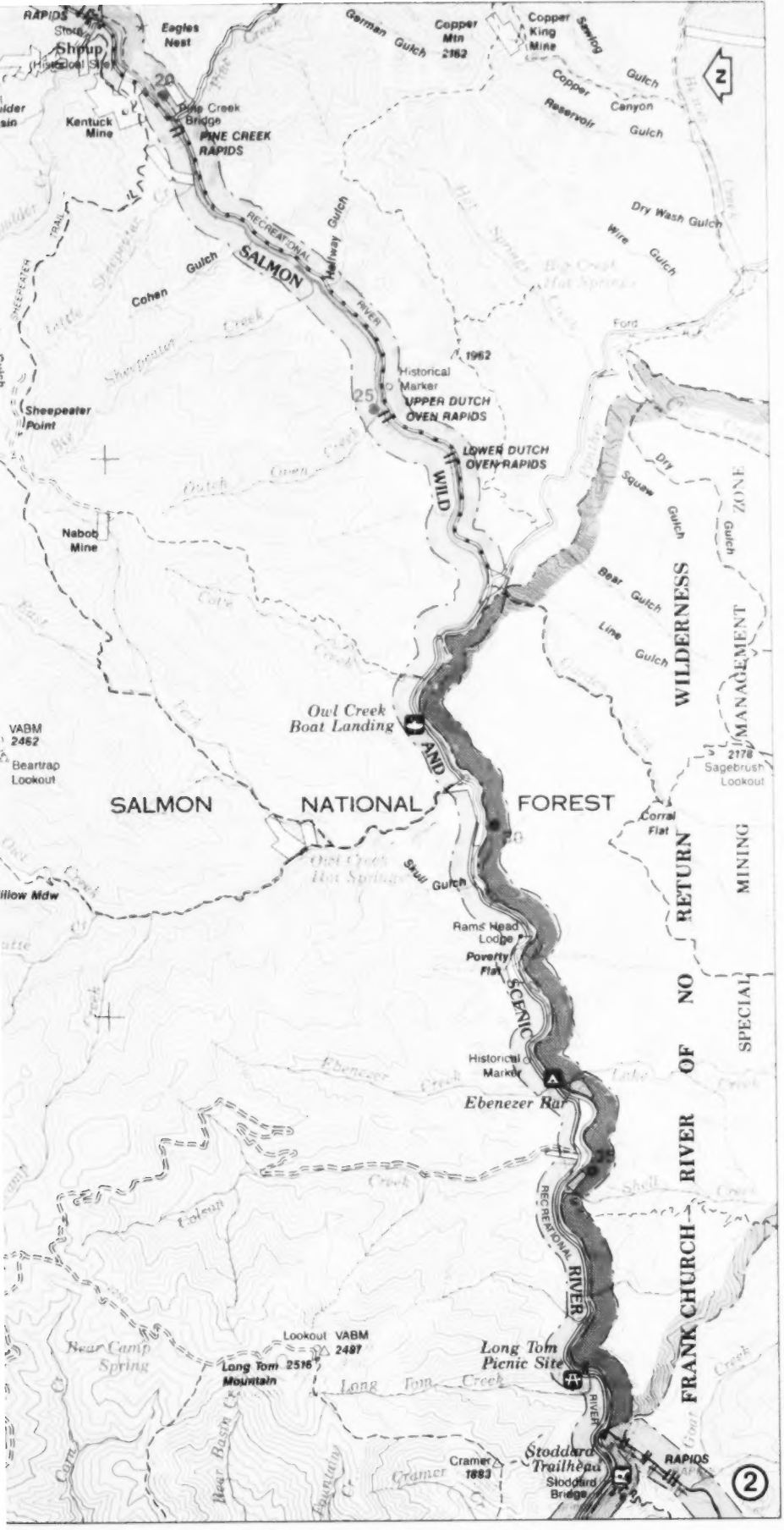
LONG TOM PICNIC SITE: This site was constructed by the CCC's in the 1930's. Facilities include toilets and picnic tables.

MILE 38.1 **LONG TOM RAPIDS:** (Class III) Long rapid at high water. Usually run down the center with a few rocks and holes on both sides.

MILE 38.6 **MIDDLE FORK OF THE SALMON RIVER:** The Middle Fork starts in Bear Valley, Idaho, about 125 miles upriver from its confluence with the Salmon. It is managed as a Wild and Scenic River with most of its length lying within the Frank Church—River of No Return Wilderness.

MILE 39.0 **STODDARD TRAILHEAD:** Recreational facilities available, including stock loading, toilets, and hand-pump well.

MILE 39.3 **STODDARD PACK BRIDGE:** Constructed in 1937 by the CCC, it is the oldest of the cable suspended bridges left in several states. The Stoddard Trail accesses the Big Creek area of the Frank Church—River of No Return Wilderness.


RAPIDS
Eagles Nest
Shipup
(Historical Site)
German Gulch
Copper Mtn 2162
Copper King Mine
Sawlog Gulch
Copper Reservoir Canyon
Gulch
Kentuck Mine
Pine Creek Bridge
PINE CREEK RAPIDS
Dry Wash Gulch
Wire Gulch
Cohen Gulch
SALMON
Railway Gulch
RECREATIONAL
RIVER
Ford
1962
Historical Marker
UPPER DUTCH OVEN RAPIDS
Sheepeater Point
LOWER DUTCH OVEN RAPIDS
WILD
Dry Squaw Gulch
Nabob Mine
Bear Gulch
Line Gulch
WILDERNESS
MANAGEMENT
ZONE
Owl Creek Boat Landing
AND
VABM 2462
Beartrap Lookout
2178
Sagebrush Lookout
SALMON NATIONAL FOREST
Corral Flat
Skull Gulch
Rams Head Lodge
Poverty Flat
SCENIC
RETURN
MINING
Historical Marker
Ebenezer Bar
NO
SPECIAL
RECREATIONAL RIVER
OF
Lookout VABM 2487
Bear Camp Spring
Long Tom 2516
Mountain
Long Tom Picnic Site
FRANK CHURCH RIVER
Stoddard Trailhead
Stoddard Bridge
Cramer 1883
RAPIDS
2

MILE 39.0 **STODDARD TRAILHEAD:** Recreational facilities available, including stock loading, toilets, and hand-pump well.

MILE 39.3 **STODDARD PACK BRIDGE:** Constructed in 1937 by the CCC, it is the oldest of the cable suspended bridges left in several states. The Stoddard Trail accesses the Big Creek area of the Frank Church—River of No Return Wilderness.

MILE 41.6 **CACHE BAR BOAT RAMP:** Facilities include a concrete boat ramp, toilets, and a hand-pump well. This is the primary take-out ramp used by floaters coming off the Middle Fork.

MILE 46.3 **CORN CREEK:** With the onset of World War II in the early 1940's, the CCC crews were needed at war. Some claim the road would have gone through to Riggins had the war not stopped CCC activity.

MILE 46.4 **CORN CREEK CAMPGROUND AND BOAT RAMP:** Due to greatly increased use on the Salmon River, a permit is required to float the 79 river miles from here to Long Tom Bar. A Forest Service employee is stationed at Corn Creek Campground to check permits and help with trip planning during the control period. The campground is a fee campground with 14 charge camping units. Horse feeding stations, toilets, water, a trailhead, and concrete boat ramp are available at the site.

CORN CREEK PREHISTORIC VILLAGE: Archeologists have learned that people have been using this flat over the last 8,000 years. The visible depressions around the flat are the remains of temporary houses used around 500 years ago. The houses are thought to have been used seasonally, probably in the fall for hunting, fishing and collecting fresh-water mussels. Archeologists are still investigating the past use of the site.

MILE 46.4 **CORN CREEK FIRE:** In 1961, an unattended campfire caused a wildfire that spread to 17,960 acres. The fire cost the taxpayers $7 million and marks the second largest forest fire in the history of the Salmon National Forest. It should remind us to be extra careful with fire when camping in the forests.

MILE 47.6 **KILLUM RAPIDS:** (Class II to III-) Run is on right side. Named for the bad trail where livestock have been killed.

MILE 48.8 **GUNBARREL RAPIDS:** (Class II to III-).

MILE 50.0 **HORSE CREEK CAMPSITE:** North bank. Maximum capacity 30+.

MILE 50.6 **STUB CREEK:** Outfitter's camp.

BIGHORN SHEEP frequent a mineral lick at this site.

MILE 51.1 **LEGEND CREEK PICTOGRAPHS:** The largest and most interesting example of painted Indian rock art in the area.

MILE 51.2 **LEGEND CREEK CAMPSITE:** North bank. Maximum capacity 30+.

MILE 52.7 **SPINDLE CREEK CAMPSITE:** North bank. Maximum capacity 30+.

MILE 53.4 **COTTONWOOD BAR CAMPSITE:** South bank. Maximum capacity 30+. Fast approach.

MILE 54.5 **RAINIER RAPIDS:** (Class III to III+) Rocky on top, right side, with a rock and hole on bottom left of center.

MILE 56.6 **FAWN CREEK CAMPSITE:** North bank. Maximum capacity 30+.

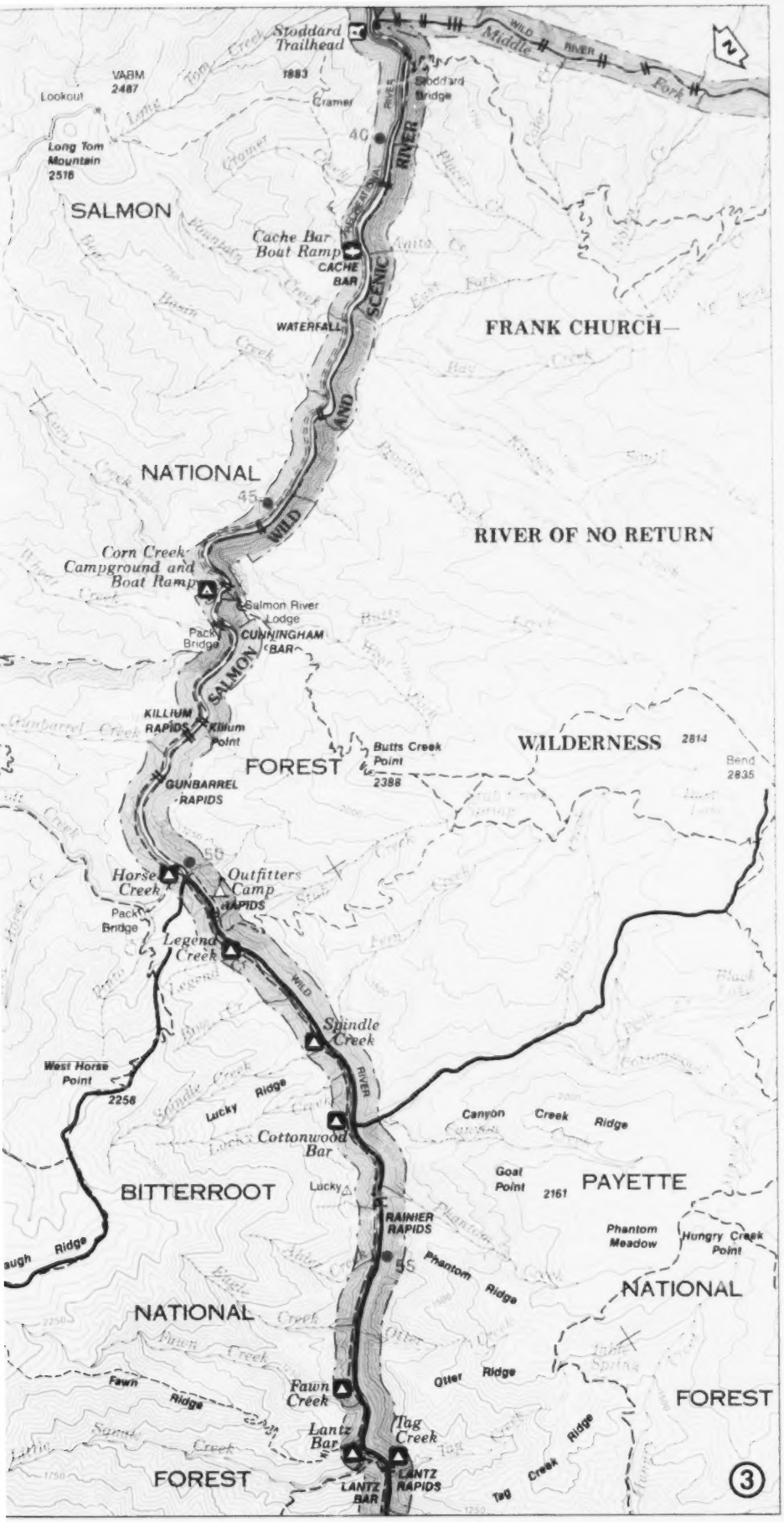
MILE 57.1 **LANTZ BAR CAMPSITE:** Upstream from Lantz Bar Guard Station. Capacity 20-30.

MILE 57.2 **LITTLE SQUAW CREEK:** Golden eagles commonly nest in ledges along this creek, above Lantz's Bar. Golden eagles can be observed yearround in the Salmon River Canyon. Bald eagles are common winter visitors to the canyon.

LANTZ BAR: Frank B. Lantz, a West Virginia native, lived here from 1925 until he died in 1971. Frank planted the fruit trees on the bar and worked for the Forest Service 27 years. He built almost 200 miles of trail for the Forest. The current house is Lantz's third home on the bar and was built with volunteer labor after his second house, a two-story log building, burned in 1964. An undeveloped campsite suitable for 30+ people is located on the north bank.

MILE 57.7 **TAG CREEK CAMPSITE:** South bank. Maximum capacity 15-30. High rocky bank.

MILE 57.8 **LANTZ RAPID:** (Class III) Rock ledge on bottom right.


Stoddard Trailhead
VABM 2487
Lookout
Long Tom Mountain 2516
1883
Cramer
Stoddard Bridge
WILD Middle RIVER Fork
SALMON
RIVER
Cache Bar Boat Ramp
CACHE BAR
SCENIC
WATERFALL
FRANK CHURCH—
AND
NATIONAL
WILD
RIVER OF NO RETURN
Corn Creek Campground and Boat Ramp
Salmon River Lodge
Pack Bridge
CUNNINGHAM BAR
SALMON
KILLUM RAPIDS
Killum Point
Butts Creek Point
2388
WILDERNESS
2814
Bend
2835
FOREST
GUNBARREL RAPIDS
Horse Creek
Outfitters Camp
RAPIDS
Pack Bridge
Legend Creek
WILD
Spindle Creek
RIVER
West Horse Point
2258
Lucky Ridge
Cottonwood Bar
Canyon Creek Ridge
Goat Point
2161
PAYETTE
BITTERROOT
Lucky
RAINIER RAPIDS
Phantom Meadow
Hungry Creek Point
Phantom Ridge
NATIONAL
NATIONAL
Fawn Creek
Fawn Ridge
Otter Ridge
FOREST
Fawn Creek
Lantz Bar
Tag Creek
Tag Creek Ridge
FOREST
LANTZ BAR
LANTZ RAPIDS
Tag
3

MILE 56.6 **FAWN CREEK CAMPSITE:** North bank. Maximum capacity 30+

MILE 57.1 **LANTZ BAR CAMPSITE:** Upstream from Lantz Bar Guard Station. Capacity 20-30.

MILE 57.2 **LITTLE SQUAW CREEK:** Golden eagles commonly nest in ledges along this creek, above Lantz's Bar. Golden eagles can be observed yearround in the Salmon River Canyon. Bald eagles are common winter visitors to the canyon.

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MILE 57.7 **TAG CREEK CAMPSITE:** South bank. Maximum capacity 15-30. High rocky bank.

MILE 57.8 **LANTZ RAPID:** (Class III) Rock ledge on bottom right.

MILE 58.2 **DISAPPOINTMENT CREEK CAMPSITE:** South bank. Maximum capacity 30+. High bank.

MILE 59.5 **DEVIL'S TEETH RAPID:** (Class II+) Rocks on top with run down left of center. Legend has it that this rapid was created by the famous boatman and placer miner, Johnny McKay, when he met Satan coming up the river and knocked his teeth out with a sweep.

MILE 59.6 **DEVIL'S TOE CAMPSITE:** South bank. High, rocky access. Maximum capacity 30+.

MILE 61.4 **ELKHORN CREEK CAMPSITE:** North bank. Maximum capacity 30+. Rocky bank.

MILE 61.9 **CHAMBERLAIN CREEK:** Named for John Chamberlain, an early beaver trapper who worked the headwaters of the creek as early as 1895. The trail is on the west bank and follows the creek to Chamberlain Basin and a Forest Service airstrip. An undeveloped campsite suitable for 15-30 people is located on the south bank. It is a small rocky campsite.

MILE 64.3 **BIG SQUAW CREEK CAMPSITE:** North bank. Maximum capacity 15-30.

MILE 65.5 **SMITH GULCH:** Outfitter's camp.

MILE 66.0 **COREY BAR CAMPSITE:** Fast water approach on north bank. Maximum capacity 30+.

MILE 66.9 **ARCTIC CREEK:** This stream marks the top of the "Black Canyon," several miles of exposed granite of the Idaho Batholith. Outfitters Camp.

MILE 67.2 **SALMON FALLS:** (Class III to III+) A drop over ledge with several chutes in which to run, depending on water level. Scout from right side. The falls were a very serious obstacle to river travelers in the early part of the century. Since then, they have been blasted repeatedly to create the rock formations found today.

BIGHORN SHEEP frequent a mineral lick at this site.

MILE 69.1 **SUNNY BAR CAMPSITE:** North bank. Maximum capacity 30+. High rocky, unshaded bank.

MILE 69.2 **BARTH HOT SPRINGS:** Named after Jim Barth who had the place in the 1920's, the Hot Spring reveals a rich historic background. The soaks were once very popular among the early scow captains and for nearly 30 years were called "Guleke Hot Springs" after Captain Harry Guleke. Johnny McKay's inscription, "J.N. McKay 1872+1905+1911" can still be seen at low water levels.

MILE 69.3 **BARTH HOT SPRING CAMPSITE:** South bank. Maximum capacity 30+. Very high bank.

MILE 70.5 **NIXON CREEK:** Named after Bert Nixon who was fire lookout for 35 years, mostly on the Bear Point Lookout at the head of Nixon Creek.

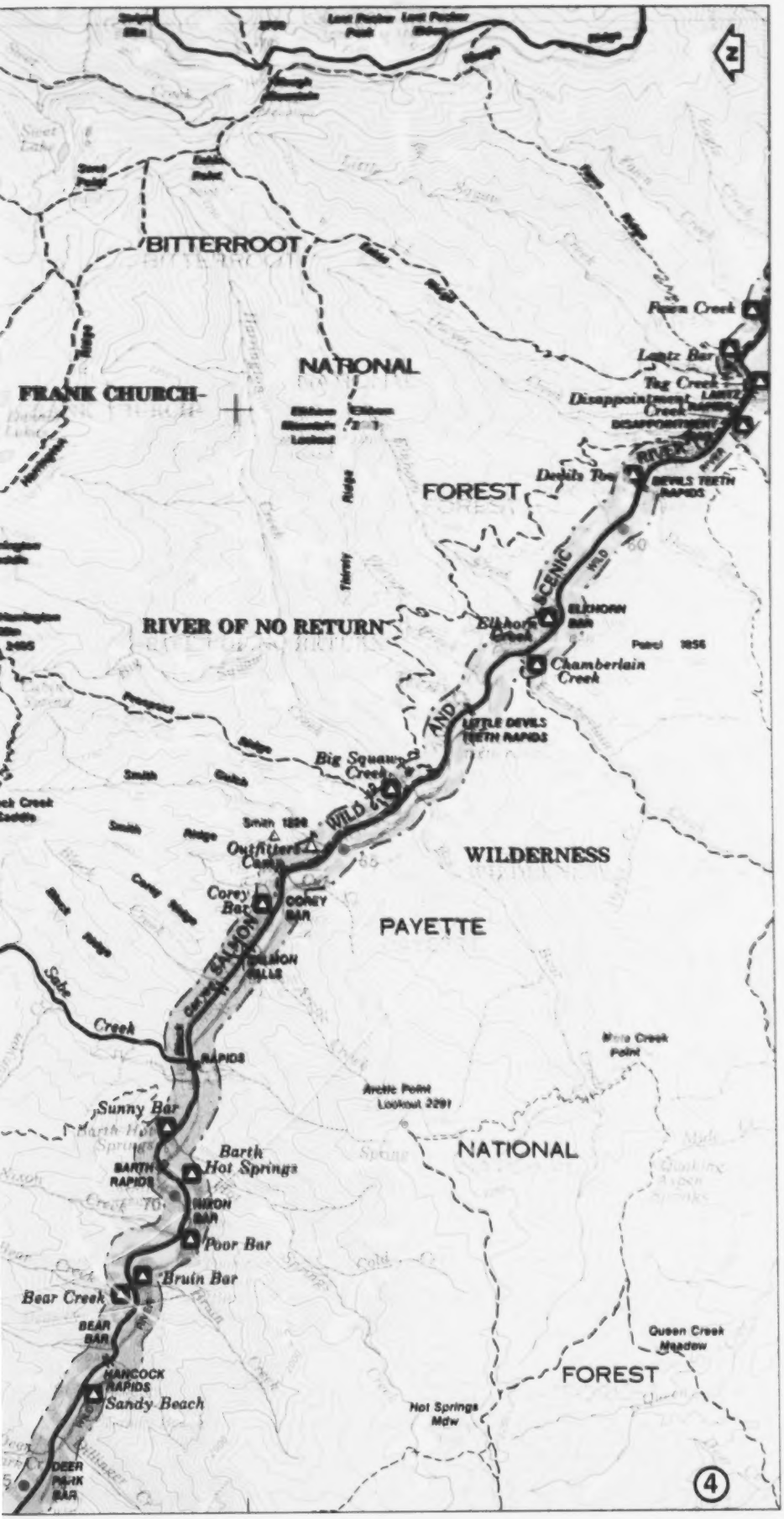
POOR BAR CAMPSITE: South bank. Maximum capacity 30+. Rocky bank.

MILE 71.5 **BRUIN BAR CAMPSITE:** South bank. Very rocky approach makes for a difficult landing. Maximum capacity 15-30.

MILE 72.0 **HANCOCK RAPID:** Run is on the right side.

MILE 72.1 **BEAR CREEK BAR AND CAMPSITE:** Monroe and Massie Hancock made their home in a log house on the flat along the upstream side of Bear Creek. The cabin was built in 1932 and was later cut up for firewood. Today the site serves as a campsite suitable for 30+ people. North side, rocky bank.

MILE 72.8 **SANDY BEACH CAMPSITE:** South bank. Maximum capacity 15-30. Shallow, fast water approach.


BITTERROOT
NATIONAL
FRANK CHURCH-
FOREST
RIVER OF NO RETURN
WILDERNESS
PAYETTE
NATIONAL
FOREST
Power Creek
Lantz Bar
Tag Creek
Disappointment Creek
Devils Toy
DEVILS TEETH RAPIDS
SCENIC
WILD
Elkhorn Creek
ELKHORN BAR
Chamberlain Creek
LITTLE DEVILS TEETH RAPIDS
Big Squaw Creek
Outfitters Camp
COHEY BAR
SALMON FALLS
Sabe Creek
RAPIDS
Sunny Bar
Barth Hot Springs
BARTH RAPIDS
IRON BAR
Poor Bar
Bruin Bar
Bear Creek
BEAR BAR
HANCOCK RAPIDS
Sandy Beach
DEER PARK BAR
Arctic Point Lookout 2291
Hot Springs Mdw
Queen Creek Meadow
4

MILE 76.1 **RATTLESNAKE BAR CAMPSITE:** North bank. Maximum capacity 30+. Extremely high bank.

MAGPIE CREEK: A small area of grand fir habitat type occurs between Magpie Creek and Raven Creek. This plant community is unique because it represents the southeastern range limit of plant species that are normally associated with the Pacific Northwest. Plant diversity in the habitat type is very high with species such as western yew, thinleaf huckleberry, queencup beadlily, twinflower and wakerobbin (trillium) being well represented.

MAGPIE CREEK CAMPSITE: South bank. Maximum capacity 15-30.

MILE 76.9 **HIDA CREEK:** Named for Lee Hida who was known as "King of Sourdough."

MILE 78.5 **BARGAMIN CREEK:** Early maps called this stream the "Little Salmon."

BARGAMIN CREEK CAMPSITE: An undeveloped campsite suitable for up to 20 people is located on the north bank.

BAILEY CREEK: Named for Robert E. Bailey, an Idaho writer who published the first book on the Salmon River in 1947. The book is entitled, **The River of No Return.**

BAILEY CREEK CAMPSITE: An undeveloped campsite suitable for 5-10 people is located on the high north bank. Fast approach.

MILE 79.2 **BAILEY RAPIDS:** (Class III+) Rocks on right top with big rocks on left of run towards bottom. Scout from right side.

MILE 80.0 **MYERS CREEK CAMPSITE:** North bank. Maximum capacity 10-15.

MILE 81.2 **FIVE MILE RAPIDS:** (Class III) Rock and hole in bottom end of rapid, in center.

SPLIT ROCK RAPIDS: (Class III) Line of rocks going down center of rapid. Run is down the right side of rocks.

MILE 82.6 **YELLOW PINE BAR:** Late in the summer of 1948, local residents joined together and built a one-room schoolhouse at this site for the local school children. It has since been burned.

MILE 83.0 **LOWER RICHARDSON BAR CAMPSITE:** South bank. Maximum capacity 30+. Fast approach and extremely high bank.

MILE 83.4 **CAMP CREEK CAMPSITE:** North bank. Maximum capacity 15-30.

BIG MALLARD RAPIDS: (Class III+ to IV) Big rock and hole at bottom left. Many smaller holes and rocks on right side. Scout from left side.

MILE 83.7 **BIG MALLARD CAMPSITE:** North bank. Maximum capacity 30+.

MILE 83.8 **TWIN SNAGS CAMPSITE:** South bank. Maximum capacity 10-15. Rocky bank.

MILE 84.6 **DEEP HOLE CAMPSITE:** North bank. Maximum capacity 30+.

MILE 85.0 **HERMIT HANKS CAMPSITE:** South bank. Maximum capacity 30+. Very high, rocky bank.

MILE 85.2 **WHITEWATER CAMPGROUND:** Constructed by CCC crews, the Mallard Creek Road provides access to Grangeville via Elk City.

MILE 85.3 **WHITEWATER RANCH:** Also known as the Churchill-Dale Ranch, it has been a homestead since 1897.

MILE 86.7 **ELKHORN RAPIDS:** (Class III+ to IV) Scout from the left side. Long, rocky rapid with big hole and rock in bottom of rapid, in center of river.

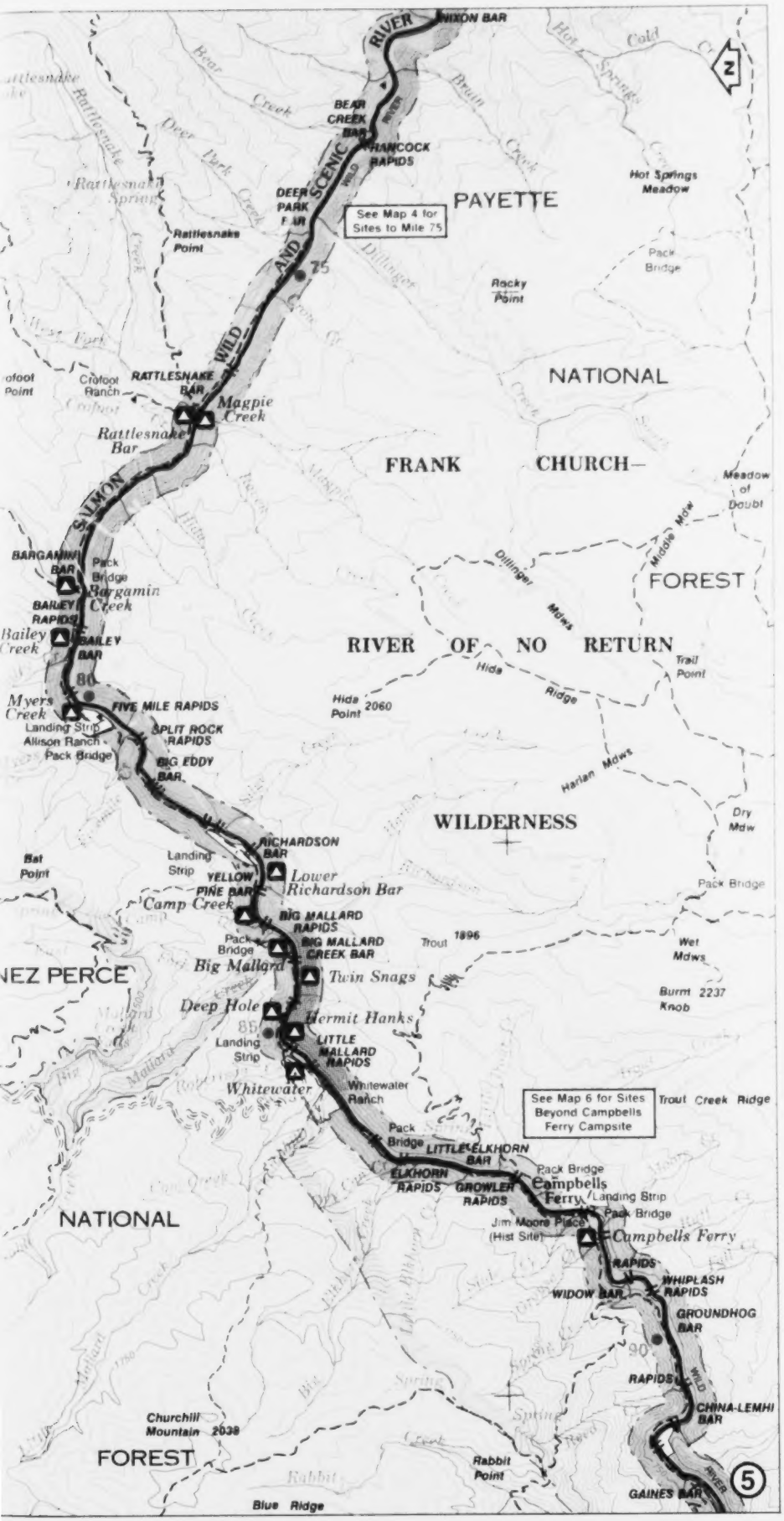
MILE 87.8 **GROWLER RAPIDS:** (Class II) Very rocky at lower water.

MILE 88.4 **CAMPBELLS FERRY RANCH:** Private guest ranch.

MILE 88.5 **CAMPBELLS FERRY PACK BRIDGE:** In 1955, over 100 tons of materials were floated down the river from the Whitewater Ranch to build this bridge. Prior to its construction, folks made the crossing on ferries. Jim Moore, who lived across from Campbell's Ferry, claimed that 1,800 men came through between 1900 and 1902. The travelers were enroute to the Thunder Mountain mining boom area on Monumental Creek. After crossing the river, miners followed the Three Blaze Trail up Little Trout Creek to the top of Burnt Knob, across Chamberlain Creek to the top of Ramey Ridge, then down Ramey and Big Creeks to Monumental Creek. In the summer supplies were hauled on mule or backpack. In the winter provisions were dragged behind skis or snowshoes.

MILE 88.7 **JIM MOORE PLACE:** Jim Moore was an early-day prospector and trader who staked his mining claim at this location in the late 1890's. Over the next 40 years, he constructed numerous hand-hewn log structures, 10 of which are still standing. Jim died in 1942 and is buried on-site. The Jim Moore Place was added to the National Register of Historic Places in 1978. Most of the buildings were stabilized by the Forest Service during the summers of 1983, 1984, and 1985. Total restoration is planned to preserve this remnant of an earlier era.

MILE 89.0 **CAMPBELLS FERRY CAMPSITE:** Located downstream from the bridge and guest ranch on the north bank. Maximum capacity 5-10 people.


RIVER
NIXON BAR
Bear Creek
Brush Creek
Hot Springs
Cold Creek
N
BEAR CREEK BAR
HANCOCK RAPIDS
DEER PARK FAIR
SCENIC
WILD
AND
Rattlesnake Creek
Rattlesnake Point
See Map 4 for Sites to Mile 75
PAYETTE
Hot Springs Meadow
Pack Bridge
Rocky Point
NATIONAL
FRANK CHURCH–
RIVER OF NO RETURN
WILDERNESS
FOREST
RATTLESNAKE BAR
Magpie Creek
Rattlesnake Bar
Crufoot Ranch
SALMON
BARGAMIN BAR
Bargamin Creek
BAILEY RAPIDS
BAILEY BAR
Bailey Creek
Meadow of Doubt
Middle Mdw
Dillinger
Mdws
Trail Point
Hida Point 2060
Hida Ridge
Harlan Mdws
Dry Mdw
Myers Creek
FIVE MILE RAPIDS
Landing Strip
Allison Ranch
Pack Bridge
SPLIT ROCK RAPIDS
BIG EDDY BAR
RICHARDSON BAR
Lower Richardson Bar
YELLOW PINE BAR
Camp Creek
BIG MALLARD RAPIDS
BIG MALLARD CREEK BAR
Big Mallard
Twin Snags
Deep Hole
Hermit Hanks
LITTLE MALLARD RAPIDS
Whitewater
Whitewater Ranch
Trout
1896
Wet Mdws
Burnt 2237 Knob
See Map 6 for Sites Beyond Campbells Ferry Campsite
Trout Creek Ridge
LITTLE ELKHORN BAR
ELKHORN RAPIDS
GROWLER RAPIDS
Campbells Ferry
Jim Moore Place (Hist Site)
RAPIDS
WHIPLASH RAPIDS
WIDOW BAR
GROUNDHOG BAR
CHINA-LEMHI BAR
Churchill Mountain 2038
Rabbit Point
GAINES BAR
Blue Ridge
5

GROUNDHOG BAR CAMPSITE: North bank. Maximum capacity 15-30.

WHIPLASH RAPID: Sharp S-turn. Difficult only at high water.

MILE 92.4 **NEAR VERTICAL ROCK FORMATIONS** provide quality habitat for mountain goats at this site.

LEMHI-CHINA BAR: From 1892 to 1894, this bar was worked extensively by oriental miners and was called "China Bar." The early miners came up the river and were supplied by China Can's pack string from Warren. The name changed to "Lemhi Bar" to honor Harry "Lemhi" Seven who survived being lost in the Lemhi Mountains in the dead of winter. Today, the three green-roofed cabins constitute Bob Smith's Outfitting Lodge and primarily service fishing parties.

MILE 92.6 **LOWER HANCOCK BAR CAMPSITE:** North bank. Maximum capacity 30+.

MILE 92.9 **RHETT CREEK CAMPSITE:** North bank. Maximum capacity 30+. Sandy beach, grassy flat.

MILE 94.8 **PAINE CREEK CAMPSITE:** Located downriver from Paine Creek on north bank. Maximum capacity 15-30.

MILE 98.0 **PAINTER BAR MINE:** A New Yorker named J.R. Painter bought the Jersey Claim and built the first hunting lodge on the river. The ore mined at Jersey Creek was packed downriver to a mill at Fivemile Creek. Painter died in 1936 and is buried at Jersey Creek.

MILE 99.1 **FIVEMILE BAR:** This site is best known for its longtime resident Sylvan Ambrose Hart, better known as "Buckskin Bill." Hart was a highly educated man who lived off the land for many years. He is best known for his skillful crafting of tools, cooking utensils, and guns.

MILE 99.4 **KLONDIKE BAR CAMPSITE:** South bank. Maximum capacity 30+. Rocky approach.

MILE 100.1 **WILSON BAR:** Originally named for Bill Jackson who was well known on the river for his intuitive mechanical abilities and willingness to help folks with their water-powered mines, sawmills, and irrigation systems. Today, the Forest Service calls the bar "Wilson Bar" after the family who moved there in 1937.

MILE 101.1 **LUDWIG RAPIDS:** (Class III+) Big waves and holes, rocky at lower water.

MILE 101.2 **MACKAY BAR CAMPGROUND:** Accessible by car. Not easily accessible by float-boaters. No fee.

MILE 101.9 **MACKAY BAR PACK BRIDGE:** Built in 1935 when the supply packers found it easiest to loop the cables for this bridge on a long mule string. The cables had to be transported from Warren.

MILE 102.6 **MACKAY BAR:** This site has been an active center for sportsmen and vacationers since 1955. The private resort often offers a concession stand to float-boaters during the summer months.

MILE 103.2 **SOUTH FORK OF THE SALMON RIVER CAMPSITE:** South bank of the Salmon, west bank of the South Fork. Fast water makes it a tricky landing. Maximum capacity 15-30.

MILE 104.1 **CHUKAR BAR CAMPSITE:** South bank. Maximum capacity 5-10.

MILE 107.0 **HUNGRY BAR CAMPSITE:** North bank. Maximum capacity 10-15.

MILE 107.2 **MANN CREEK CAMPSITE:** South bank. Maximum capacity 30+.

MILE 107.5 **WARREN BAR CAMPSITE:** North bank. Maximum capacity 30+.

WARREN CREEK CAMPSITE: South bank. Maximum capacity 10-15.

MILE 109.6 **INDIAN CREEK BAR CAMPSITE:** North bank. Maximum capacity 30+. High bank, site far from river.

MILE 110.6 **JAMES CREEK CAMPSITE:** South bank. Maximum capacity 5-10.

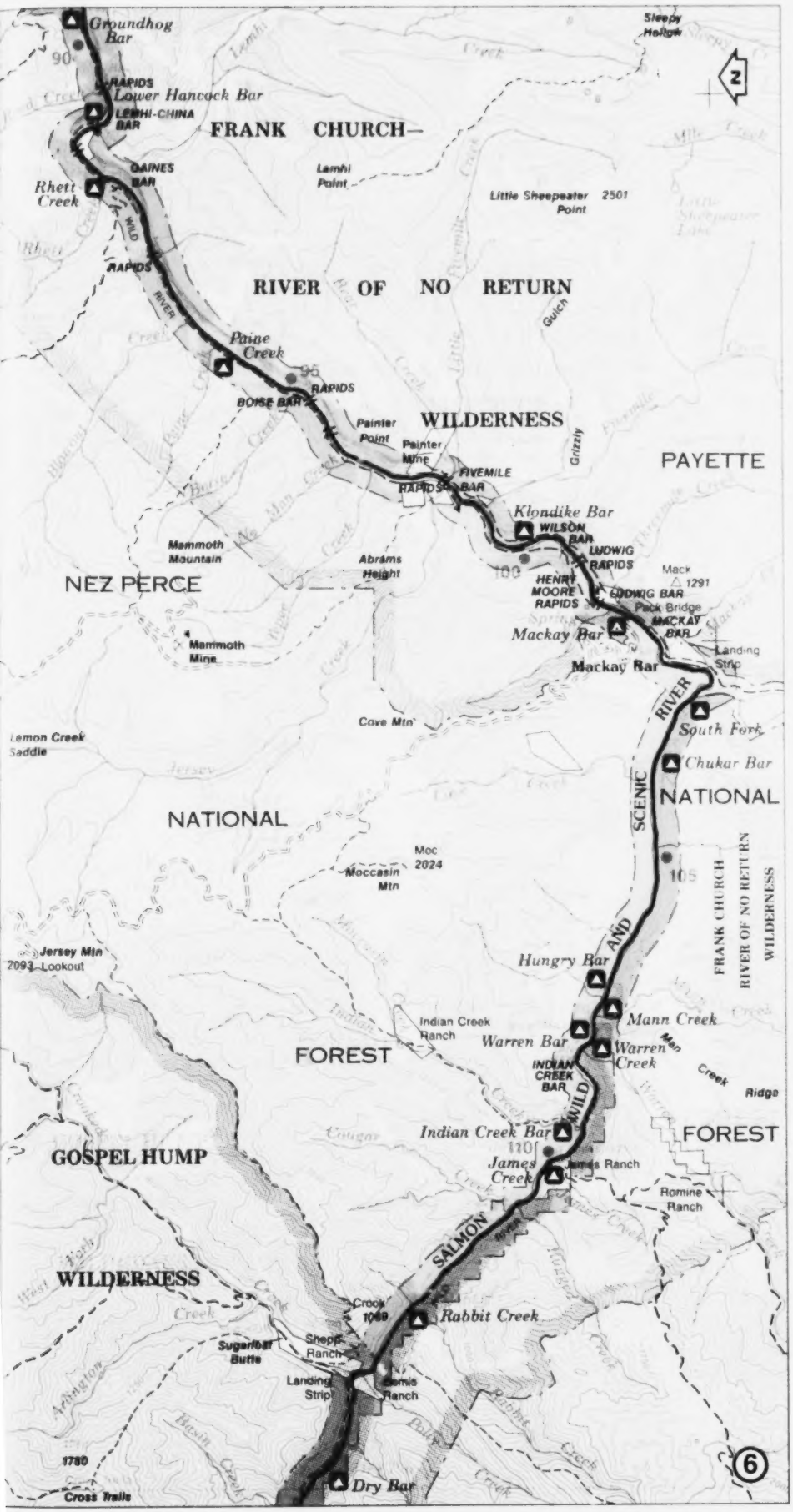
MILE 111.8 **RABBIT CREEK CAMPSITE:** South bank. Maximum capacity 15-30.

MILE 112.2 **GOSPEL HUMP WILDERNESS:** The name "Gospel Hump" comes from Gospel Peak on the west side of the Salmon River, and the Buffalo Hump mining district on the east side of the river. It was established by the Central Idaho Wilderness Act of 1980.

MILE 112.4 **SHEPP RANCH:** Nez Perce Indians used the mouth of Crooked Creek during the 1800's. In the early 1900's, Pete Klinkhammer and Charlie Shepp worked the land as a ranch. It has changed hands several times since, and is now an active center for sportsmen and dude-ranch vacationers. The site also has an excellent air strip.

MILE 112.5 **POLLY BEMIS RANCH:** Polly Creek was named for the legendary Lalu Nathoy, born in China on September 11, 1853. Starvation forced her father to sell her to a San Francisco-based company which bought and sold Chinese indentured servants. Lalu was purchased by Hong King, a Chinese miner, for $2,500. King took Lalu to Warren in 1872 and she acquired the nickname Polly. Polly eventually gained her freedom (perhaps in a poker game) and married Charlie Bemis in 1894. The couple moved down to the river, worked hard, and fished every day. She died in 1933 and was buried in Grangeville. The ranch is now privately owned. Concessions and tours of Polly Bemis' homesite are often available during the summer months.

MILE 113.7 **DRY BAR CAMPSITE:** South bank. Maximum capacity 15-30.


Groundhog Bar
Sleepy Hollow
RAPIDS
Lower Hancock Bar
LEMHI-CHINA BAR
FRANK CHURCH—
GAINES BAR
Rhett Creek
Lemhi Point
Little Sheepeater Point
2501
WILD
RAPIDS
RIVER OF NO RETURN
Paine Creek
RAPIDS
BOISE BAR
Painter Point
Painter Mine
WILDERNESS
FIVEMILE RAPIDS
BAR
Grizzly
PAYETTE
Klondike Bar
WILSON BAR
LUDWIG RAPIDS
Mammoth Mountain
Abrams Height
NEZ PERCE
HENRY MOORE RAPIDS
Mack
1291
LUDWIG BAR
Pack Bridge
MACKAY BAR
Mackay Bar
Mammoth Mine
Landing Strip
Mackay Bar
Cove Mtn
South Fork
Lemon Creek Saddle
Chukar Bar
SCENIC
RIVER
NATIONAL
NATIONAL
Moc
2024
Moccasin Mtn
FRANK CHURCH
RIVER OF NO RETURN
WILDERNESS
Jersey Mtn
2093 Lookout
Hungry Bar
AND
Mann Creek
Indian Creek Ranch
Warren Bar
Warren Creek
FOREST
INDIAN CREEK BAR
WILD
Ridge
Indian Creek Bar
FOREST
GOSPEL HUMP
James Creek
James Ranch
Romine Ranch
SALMON
RIVER
WILDERNESS
Crook
1049
Rabbit Creek
Sugarloaf Butte
Shepp Ranch
Landing Strip
Davis Ranch
1780
Cross Trails
Dry Bar
6

MILE 112.4 **SHEPP RANCH:** Nez Perce Indians used the mouth of Crooked Creek during the 1800's. In the early 1900's, Pete Klinkhammer and Charlie Shepp worked the land as a ranch. It has changed hands several times since, and is now an active center for sportsmen and dude-ranch vacationers. The site also has an excellent air strip.

MILE 112.5 **POLLY BEMIS RANCH:** Polly Creek was named for the legendary Lalu Nathoy, born in China on September 11, 1853. Starvation forced her father to sell her to a San Francisco-based company which bought and sold Chinese indentured servants. Lalu was purchased by Hong King, a Chinese miner, for $2,500. King took Lalu to Warren in 1872 and she acquired the nickname Polly. Polly eventually gained her freedom (perhaps in a poker game) and married Charlie Bemis in 1894. The couple moved down to the river, worked hard, and fished every day. She died in 1933 and was buried in Grangeville. The ranch is now privately owned. Concessions and tours of Polly Bemis' homesite are often available during the summer months.

MILE 113.7 **DRY BAR CAMPSITE:** South bank. Maximum capacity 15-30.

MILE 114.2 **BASIN CREEK CAMPSITE:** North bank. Maximum capacity 10-15.

MILE 115.7 **BULL CREEK CAMPSITE:** North bank. Maximum capacity 30+. No shade.

MILE 117.3 **GOLD RUSH BAR CAMPSITE:** North bank. Maximum capacity 30.

MILE 117.5 **CALIFORNIA CREEK CAMPSITE:** South bank. Maximum capacity 30+. Rocky bank, fast water approach.

MILE 119.2 **MAXWELL BAR CAMPSITE:** South bank. Maximum capacity 30+.

MILE 120.5 **SHEEP CREEK:** This stream drains the Buffalo Hump country.

SHEEP CREEK BAR CAMPSITE: North bank. Maximum capacity 10-15.

MILE 120.8 **RAM'S HORN BAR CAMPSITE:** South bank. Maximum capacity 5-10.

MILE 122.0 **DRIED MEAT CAMPSITE:** North bank. Maximum capacity 5-10.

MILE 122.3 **DRIED MEAT RAPIDS:** (Class III- to III+) Chute down middle with rocks and holes on both sides of chute in top of rapid. In 1962, five people drowned when their jetboat lost power in the rapids. Since then, some of the boulders have been blasted out.

MILE 122.5 **JOHNSON CREEK BAR CAMPSITE:** North bank. Maximum capacity 10-15.

MILE 123.2 **BEAR CREEK BAR CAMPSITE:** South bank. Maximum capacity 5-10.

MILE 124.0 **LONG TOM CREEK BAR CAMPSITE:** South bank. Maximum capacity 15-30. High, rocky bank.

MILE 124.7 **CHITTAM RAPIDS:** (Class III) To avoid nasty holes and rocks, stay far right. Scout from right side.

MILE 125.4 **VINEGAR CREEK BOAT RAMP:** Primary boat take-out. Facilities include concrete boat ramp and toilets.

VINEGAR RAPIDS: (Class III+ to IV) Scout from right side. Run is down tongue, right of center. Left side has many rocks and holes.

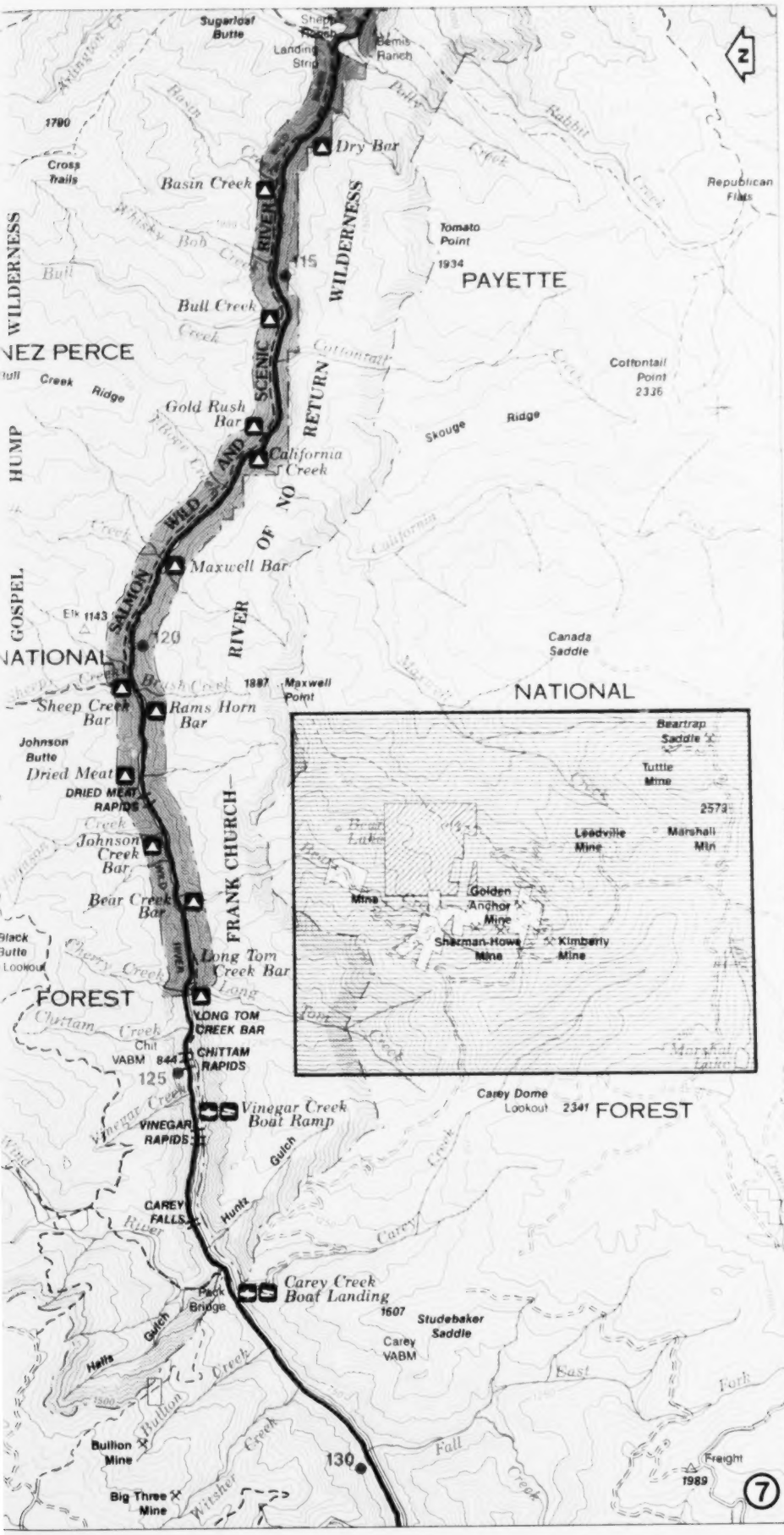
MILE 127.2 **WIND RIVER:** Early maps called this stream Meadow Creek. The Meadow Creek Trail came from Warren to Florence.

MILE 127.3 **WIND RIVER PACK BRIDGE:** The first modern bridge the Forest Service constructed here collapsed into the river as the bridge neared completion. Half of the bridge was salvaged and the present one was opened in the spring of 1962.

TRAIL TO OLD FLORENCE TOWNSITE: In 1861, miners flocked to the Lower Salmon River country in search of gold. It was not long before the Florence townsite was laid out and the area produced enormous amounts of silver and gold.

MILE 127.6 **CAREY CREEK:** Before the French Creek Road Bridge was completed in 1892, wagon traffic traveling between mines and supply points crossed here on a ferry operated by two Englishmen, Jim and John Carey. Forest Service facilities include boat ramp, toilet, and human waste dump station.

MILE 129.9 **FALL CREEK:** Descends 4,500 feet in five miles.


Sugarloaf Butte
Sheep Ranch
Landing Strip
Bemis Ranch
N
1790
Cross Trails
Dry Bar
Basin Creek
Rabbit Creek
Republican Flats
WILDERNESS
RIVER
SCENIC AND WILD
RETURN OF NO
WILDERNESS
Tomato Point
1934
PAYETTE
115
Bull Creek
Cottontail
Cottontail Point
2336
NEZ PERCE
Ridge
Gold Rush Bar
Skouge Ridge
California Creek
HUMP
GOSPEL
SALMON
RIVER
Maxwell Bar
Elk
1143
120
Canada Saddle
NATIONAL
Brush Creek
1887
Maxwell Point
NATIONAL
Sheep Creek Bar
Rams Horn Bar
Johnson Butte
Dried Meat
DRIED MEAT RAPIDS
Johnson Creek Bar
FRANK CHURCH
Bear Creek Bar
Beartrap Saddle
Tuttle Mine
2573
Leadville Mine
Marshall Mtn
Golden Anchor Mine
Sherman-Howe Mine
Kimberly Mine
Black Butte Lookout
Long Tom Creek Bar
FOREST
LONG TOM CREEK BAR
Chittam Creek
Chit
VABM
8442
CHITTAM RAPIDS
125
Carey Dome
Lookout
2341
FOREST
Vinegar Creek Boat Ramp
VINEGAR RAPIDS
Gulch
CAREY FALLS
Huntz
Carey Creek Boat Landing
Pack Bridge
1607
Studebaker Saddle
Carey VABM
Halls
Bullion Creek
East Fork
Bullion Mine
130
Fall Creek
Freight
1989
Big Three Mine
Witsher
7

MILE 132.3 **FRENCH CREEK:** Named for eight French miners. A state bridge was completed across the river here in 1892 and allowed wagon traffic to travel from Meadows to Burgdorf or Warren, down French Creek, across the river and up through Scott Ranch to Florence and Mount Idaho. In November of the same year, the bridge blew down in a windstorm and the flow of traffic again relied on ferry crossings. From 1933 to 1943, a CCC camp occupied the bench of the downriver side of French Creek.

MILE 137.2 **MANNING BRIDGE:** Road bridge built by CCC crews.

MILE 138.1 **PARTRIDGE CREEK BRIDGE:** Road bridge built in 1956 by the Forest Service. In June of 1974, flood waters rose to the bottom of the bridge. This marked the highest flood waters in over 50 years.

MILE 140.0 **SPRING CREEK BAR CAMPGROUND AND BOAT RAMP:** Facilities include a concrete boat ramp, toilets, picnic tables, water, and a fee campground.

MILE 141.1 **RIGGINS HOT SPRING:** The Nez Perce called the spring "Weh-min-kesh" and used it extensively before white men discovered it. Fred and Clara Riggins bought the site in 1900 from two squatters for six $20 gold pieces and settled on Warm Springs Flat. Fred ran a ferry at the mouth of Allison Creek and built the first bridge in 1919. In 1935, CCC crews built a road to access the springs. The bridge was rebuilt in 1943-44 by the Forest Service, damaged in 1954, and rebuilt again in 1957. Riggins Hot Spring is now privately-owned and closed to the public.

MILE 142.0 **GUS CREEK:** Gus Keating lived here until he homesteaded on Keating Ridge. Fritz Music, a German miner, lived at the mouth of Gus Creek in a Chinese rock house and wore stove pipes on his legs when he walked to Riggins because of all the rattlesnakes. Music Bar bears his name.

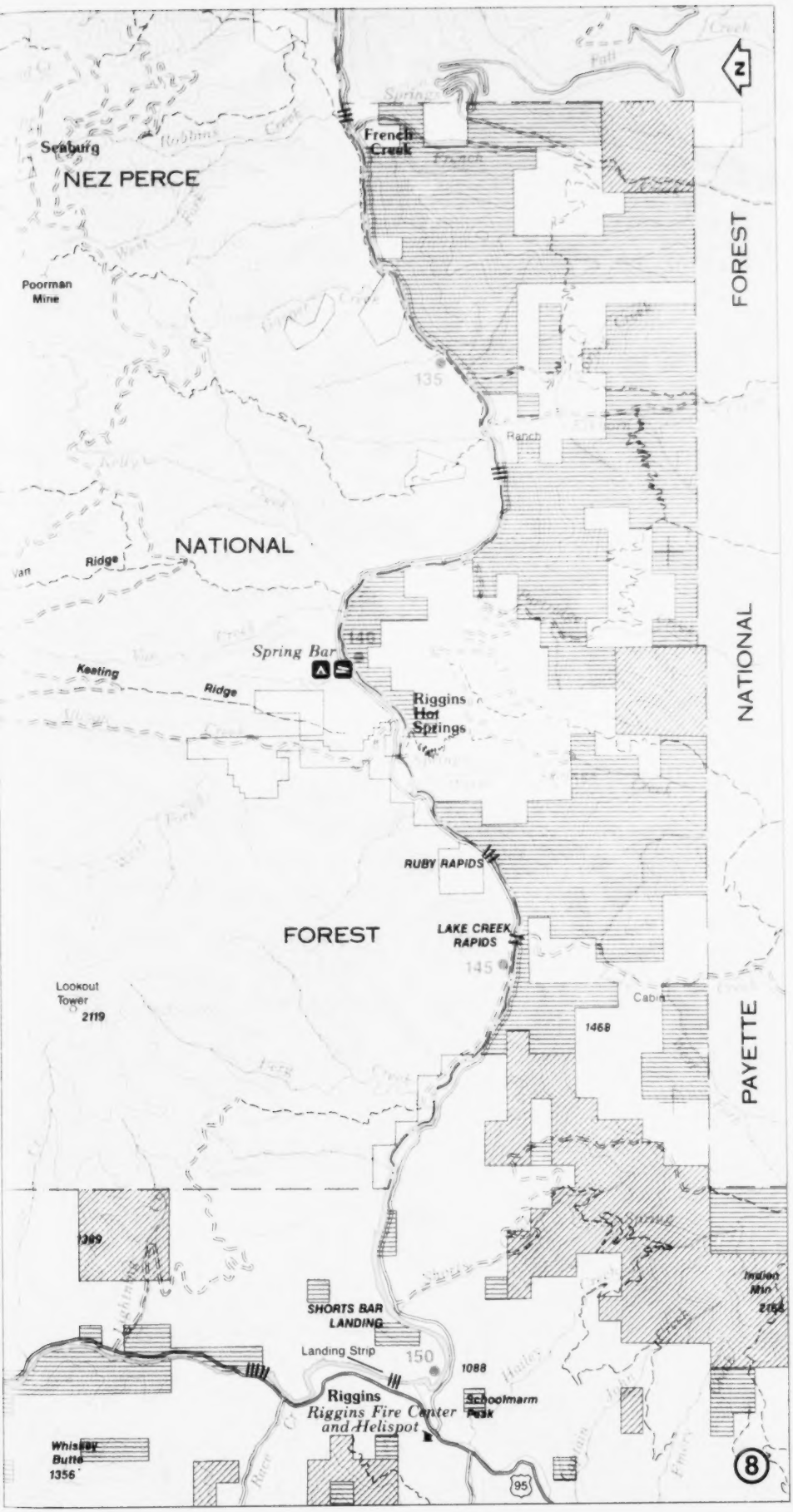
MILE 143.0 **RUBY RAPIDS:** Named for the industrial-grade garnets that can be found in the bank above the road, along-side the rapids.

MILE 144.9 **LAKE CREEK RAPID:** A landslide into a lake on the West Fork of Lake Creek caused a wall of water to rush down the drainage, ruin buildings, wash out the north abutment of the Lake Creek Bridge, and intensify the Lake Creek Rapid.

MILE 149.0 **SHORTS CREEK AND BAR:** Named after William H. Short, who worked the goldfields of California, Oregon, Idaho, and Alaska. The Bar changed hands several times until John and Pearl Carey obtained it in 1939. It is believed to be the last homestead in Idaho.

MILE 150.4 **LITTLE SALMON RIVER:** The river drains Meadow Valley, which was once known as "Salmon Meadows." Today, an average of 3,000 adult spring chinook salmon travel up the Little Salmon to the Rapid River Fish Hatchery. The 4-5 year old fish average 30-36 inches in length. The hatchery, built in the early sixties and funded by Idaho Power Company, is operated by the Idaho Department of Fish and Game. An average of 3 million 1-2 year old smolts are released annually from the hatchery. From there, the 5-inch long salmon make their way to the Pacific Ocean, where they live and grow for 2-3 more years. Upon reaching sexual maturity, the fish complete the cycle by returning to the hatchery to spawn.

MILE 150.8 **RIGGINS:** In 1893, the first house was built at Riggins by Mary and Isaac Irwin. They were soon joined by Charley, John and Bud Clay. The two families worked for three years digging a ditch from Squaw Creek to provide water for mining and irrigation. Today the town is the center of a livestock industry. It also provides commercial facilities for river travelers and parties visiting the surrounding Hell's Canyon National Recreation Area and Wilderness.


N
Seeburg
NEZ PERCE
French Creek
FOREST
Poorman Mine
135
Ranch
NATIONAL
Ridge
Spring Bar
Keating
Ridge
Riggins Hot Springs
NATIONAL
RUBY RAPIDS
FOREST
LAKE CREEK RAPIDS
145
Lookout Tower
2119
Cabin
1468
PAYETTE
SHORTS BAR LANDING
Landing Strip
150
1088
Riggins
Riggins Fire Center and Helispot
Schoolmarm Peak
Whitetail Butte
1356
95
8

RAPID CLASSIFICATION

General descriptions of most major rapids are found in this brochure. Descriptions were determined by consulting highly experienced Salmon River boaters. Their opinion may not be the same as yours.

Many of the rapids were also assigned a numerical rating, or range of ratings, based on the European Rapid Rating System. Technical conditions will change continually with water levels and should not replace a thorough scouting and good judgment by the boating party. You can also expect many unnamed and undescribed rapids during your whitewater adventure.

RIVER FLOW at CORN CR. RAMP

Ramp Water Level Mark	Volume	Boating Hazard
0.5	2402 cfs	LOW
1.0	3279 cfs	LOW
1.5	4303 cfs	LOW
2.0	5479 cfs	MODERATE
2.5	6809 cfs	MODERATE
3.0	8294 cfs	MODERATE
3.5	9939 cfs	MODERATE
4.0	11744 cfs	HIGH
4.5	13713 cfs	HIGH
5.0	15846 cfs	HIGH
5.5	18154 cfs	HIGH
6.0	20613 cfs	HIGH
6.5	23251 cfs	EXTREME
7.0	26060 cfs	EXTREME
7.5	29042 cfs	EXTREME
8.0	32189 cfs	EXTREME

EUROPEAN RAPID RATING SYSTEM

Each rapid shown on the map is rated one through six. The ratings indicate the difficulty of each rapid at a medium water level.

I	CLASS I	**VERY EASY**—small regular waves and riffles; few or no obstacles; little maneuvering required.
II	CLASS II	**EASY**—small waves with some eddies, low ledges, and slow rock gardens; some maneuvering required.
III	CLASS III	**MEDIUM**—numerous waves that are high and irregular; strong eddies; narrow, but clear passages that require expertise in maneuvering; scouting from the shore necessary.
IV	CLASS IV	**DIFFICULT**—long rapids with powerful, irregular waves, dangerous rocks, and boiling eddies; precise maneuvering and scouting from the shore imperative; take all possible safety precautions.
V	CLASS V	**VERY DIFFICULT**—long rapids with wild turbulence and extremely congested routes that require complex maneuvering; a danger to your life and boat and near the limits of navigation.
VI	CLASS VI	**THE LIMITS OF NAVIGATION**—rarely run; a definite hazard to your life.

EQUIPAGE

_____ 1 rescue-throw bag per boat

_____ 1 Coast Guard approved IV or V life jacket per person

_____ 1 extra approved life jacket for each ten people

_____ 1 extra oar per boat

_____ Patch kit

_____ First-aid knowledge and equipment to treat the following
- Poisonous snakebites
- Heat exposure
- Hypothermia
- Poison ivy
- Burns
- Major cuts and bruises
- Blisters

_____ Rowing gloves

_____ Rain gear

_____ Wool hat and gloves

_____ Several pairs of wool socks

_____ Long underwear (wool or synthetic fiber)

_____ Extra pair of dry shoes or boots

_____ Sun hat, cap or visor

_____ Sunscreen lotion

_____ Sunglasses

_____ Water-resistant containers and bags

_____ Cord and hardware to securely tie gear to boat

_____ High-energy foods

_____ Drinking water

_____ Plastic garbage bags

_____ Fire pan and liquid fuel stove

_____ Portable toilet

_____ Insect repellent

_____ Matches

RIVER SAFETY

Boating the Salmon is an experience full of adventure and thrills. A little common sense and respect for the river can go a long way in making your trip a safe one.

KNOW YOUR LIMITS: The Salmon is not a place for the novice boater. Accidents can occur in seconds, but rescue or emergency assistance can take many hours. The cost in both lives and dollars can be enormous. If you lack experience, proper equipment or a knowledge of the river, you should engage a licensed guide or outfitter. Information can be obtained by writing:

Idaho Outfitters and Guides Association
P.O. Box 95
Boise, ID 83701

or

Western River Guides Association
994 Denver Street
Salt Lake City, UT 84111

KNOW THE WATER: Information on the current river level at the Corn Creek Boat Ramp is available from the North Fork Ranger District, telephone (208) 865-2383.

ALWAYS SCOUT RAPIDS: In the 79 miles from Corn Creek to Vinegar Creek the river drops 969 feet, or 12 feet per mile. There are more than 40 rapids, many turbulent and hazardous. This brochure provides brief descriptions of the major rapids and should serve as a guide as you scout the entire length of each rapid. Be on the lookout for large boulders, jagged rocks, large holes and fallen trees. The time spent could be an accident saved.

BE ALERT for approaching white water. Approaches to rapids are not signed and some may not appear in this brochure.

BOAT RECOMMENDATIONS: Rubber rafts, kayaks, McKenzies, dories, drift boats, and jetboats are the only types of watercraft recommended for the Salmon. Only the most competent paddlers in specially designed white water canoes should attempt the trip in that craft.

ON THE SHORE: Be alert for rattlesnakes, falling rocks, and poison ivy. Watch your footing on slippery rocks.

MAN OVERBOARD: If you become separated from your boat, keep your feet in front of you and let your properly adjusted life jacket keep your head above water. If in a rapid, let the river carry you until you reach calmer water where you can work your way to shore. Do not waste your energy fighting the current.

EMERGENCIES: A Forest Service patrol boat is on the river intermittently throughout the season. The Patrol carries a radio for emergencies. In the event of an emergency on the river, communications or help can usually be obtained at the following locations:

North Fork Ranger Station (mile 0.0)
Indianola Field Station and Heliport (mile 10.4)
Shoup Historic Townsite (mile 18.8)
Corn Creek Campground (mile 46.4)
Lantz Bar (mile 57.2)
Allison Ranch (mile 80.0)
Yellow Pine Bar (mile 82.5)
Whitewater Ranch (mile 85.3)
Campbell's Ferry Ranch (mile 88.4)
Mackay Bar (mile 101.2)
Shepp Ranch (mile 112.4)
Riggins (mile 150.8)

THE CODE OF THE RIVER

Help us protect the beauty and naturalness of the Salmon River Canyon. A few simple rules of self-conduct will ensure the perpetuation of quality wilderness features and enrich the Salmon experience for many boaters to follow.

FIREPANS are required on the river to keep beaches clean of fire ring scars and charcoal. Firepans can also reduce the number of man-caused forest fires. Effective firepan use includes:

1. Before the fire is built, place an inch of sand on the bottom of the pan. Elevate the pan on rocks to protect the soil and surrounding vegetation.
2. Do not attempt to burn any material that will not burn completely, such as aluminum foil and melon rinds.
3. As you break camp, let the fire burn out as completely as possible.
4. Thoroughly dampen and cool the ashes in the fire pan. Use a minimum amount of water and mix thoroughly.
5. Reusing the ash-sand mixture at your next camp eliminates the need for charring additional sand. It can be easily transported in an ammo can or other metal container.

The firepan method was adopted on the Salmon to allow the removal of campfire ash with other camping garbage and trash. It protects the resource from unnecessary impact and saves tax dollars by reducing Forest Service clean-up costs.

An alternative to fires in firepans is the use of liquid fuel stoves. Use these safely and do not leave them unattended.

FIRE SAFETY:

1. Absolutely NO open fires without a firepan.
2. Keep fires small.
3. Use only DEAD AND DOWN wood for fires.
4. Never leave a fire unattended.
5. Drown your fire with water. A fire is never out until it feels cool.
6. Do not smoke while hiking or riding. Smoke only in a clear area. Extinguish smoking material completely. Pack out your cigarette butts.

SANITATION: All parties are REQUIRED to have portable toilets or other means for packing out human waste. A dump station is provided at Carey Creek.

Specially designed portable toilets are available commercially. Another proven method is the ammo can technique. Place 5-7 plastic bags inside one another then place inside a 20mm ammo can (roughly 18" long x 8" wide x 14" deep). When breaking camp, tie off the innermost bag used that night and let it drop to the bottom of the next bag. Use this method for solid waste only. Extra convenience can be provided with a plywood seat. Construct the seat with a lip overhang to provide a secure fit and prevent slipping.

PERSONAL HYGIENE: Soap should NEVER be used in the river, creeks, springs, or hot springs. For bathing, carry water at least above the high-water mark; soap up, using small amounts of biodegradable soap, and rinse. Soaps and detergents are pollutants that can degrade the river water.

In most cases, health standards can be maintained without using soap. A quick swim will usually remove sweat and dust and can be remarkably invigorating.

WASHING DISHES: Wash your dishes far away from streams and other water sources. After a meal, scrape and rinse dishes. Soaking makes this much easier, and sand, gravel and pine cones make excellent natural abrasives.

Strain the dishwater of all food particles and throw particles in a trash bag. Empty all wash water into pits and fill with dirt to avoid attracting flies and other pesky insects to campsites.

Natural abrasives are preferred over soaps. Not only are they better for the river's biological community, but improperly rinsed cooking utensils cleaned with soap can cause diarrhea.

MINIMUM IMPACT CAMPING: The next visitors to your campsite, or along your route, should not be able to tell you were there. Along with proper use of firepans and low impact sanitation techniques, your party can take a few minutes to spread sand, duff and pine needles over disturbed ground. Think of it as "naturalizing" the site. Try to leave areas cleaner than when you arrived.

PACK IT IN - PACK IT OUT: Ensure that all trash and garbage leave the site with you. Garbage includes cigarette butts, pull-tabs, candy wrappers, aluminum foil (even when it is charred!), bottles, cans, toilet paper, table scraps, and unburned grease.

VEGETATION: Please do not cut or destroy any live vegetation. Concentrate your activities where there is little or no vegetative cover. During the summer season, firewood becomes very scarce at some sites. Charcoal briquettes and liquid fuel stoves provide an excellent and clean cooking medium and can be very convenient on the river. If you must build a fire, keep it small and burn only dead and down wood. Do not scar standing living or dead trees in trying to "improve" your camp.

CAMPSITES: Popular undeveloped campsites are listed in this brochure. There are many other unnamed campsites and sandbars along the river that will accommodate anywhere from 1 to 30 people.

DRINKING WATER: Open water sources are easily contaminated by human and animal wastes. Water from springs, streams, lakes, ponds and developed stock and wildlife watering points may LOOK clean but should be boiled at least five minutes before drinking.

Giardia Lamblia, a microscopic organism, may be found in all open water sources. Even clear, cold, and free-running water can harbor the cystic form of Giardia. The cysts usually attach themselves to the small intestine and cause increased gas, diarrhea, loss of appetite, abdominal cramps, and bloating. The symptoms may take a few days or several weeks to develop. Relief usually requires prescribed medication from a physician.

Always drink and cook with the best available water. Boiling all drinking water at least five minutes should kill the cysts and other impurities. Research has not yet determined the effectiveness of commercial chemical treatments now on the market. To be completely safe, carry drinking water from home or other domestic sources.

Dogs and horses, like people, can carry and transmit Giardia. Unless they are carefully controlled, domestic animals can contaminate the water and continue the chain of infection to humans. While visiting the river, it is your responsibility to treat your pet's waste as you do your own.

PRIVATE LANDS are subject to change and leasing. Local inquiry should be made before entering private landholdings, including airstrips and boat ramps.

AIRPORTS: Only experienced mountain pilots should attempt to use landing strips and airports in this primitive and rugged country. Information about airport facilities is available in the "Idaho Airport Facilities" directory and the "Idaho Aeronautical Chart" from:

Idaho Department of Aeronautics
2130 Airport Way
Boise, ID 83705

ROADS: Those new to the area should check with the various Forest Service Ranger Stations before traveling the roads in the Salmon River country. Weather changes suddenly, snows come early, and spring road conditions can be treacherous.

There are only two access roads to the Salmon River in the 79-mile stretch between the end of the North Fork road and the end of the Riggins road. Both roads approach the river from the north. The Dixie Ranger Station road extends from Mackay Bar north to Red River and Elk City. Idaho State Highway 14 connects Elk City and Grangeville. The Mallard Creek road extends from the Salmon River at Little Mallard Creek north to the junction with the Elk City-Dixie Road at Jack Mountain.

WILDLIFE

The Salmon River Canyon provides habitat for an abundant and varied wildlife resource. Big game species commonly observed along the river include bighorn sheep, elk, mule deer, white-tailed deer, mountain goats, black bear, cougar, and moose. Small mammal populations also are well represented by species such as bobcat, coyote, red fox, porcupine, badger, beaver, mink, marten, river otter, muskrat, weasel, marmots and skunks. Waterfowl, shorebirds and songbirds are particularly abundant during seasonal migrations. Chukar partridge, blue grouse, ruffed grouse, and spruce grouse are also common residents. The best opportunities to see wildlife are in the early mornings and late evenings.

HUNTING AND FISHING

National Forests and Wildernesses are open to hunting and fishing, but an Idaho state license is required. Information about seasons, license requirements and bag limits is available from the Idaho Department of Fish and Game and many sporting goods stores.

FISHING: The main stem of the Salmon River offers high quality sportfishing for resident populations of cutthroat and rainbow trout, whitefish, and Dolly Varden or "bulltrout." In addition, steelhead trout and chinook salmon migrate up the river each year to spawn in the various tributaries. These fish are anadromous, which means that they spawn, hatch and grow to be juvenile size in fresh water then migrate to the ocean to mature. The adult fish then return to complete the cycle after spending one or more years at sea. Salmon die naturally after spawning, but steelhead attempt to return to the ocean. Due to the distance and obstacles involved, few if any survive to make a second spawning run.

The Forest Service manages wildlife habitat on the National Forests. Bag limits and hunting seasons are established by the Idaho Fish and Game.

IS IT A RAINBOW TROUT OR A JUVENILE STEELHEAD? If you are fishing in the Salmon River and its tributaries and catching small 7-8 inch trout, you may be harvesting juvenile steelhead which have not yet left for the ocean. Local Fish and Game authorities report substantial populations of WILD juvenile steelhead in the lower portions of Horse, Sabe, Chamberlain, Fivemile, Crooked, Sheep, Warren, California, Bargamin, and Big Mallard Creeks. Most of the trout in these waters are less than 8 inches, with larger trout already making runs to the ocean. It is important to know that these fish represent WILD populations of steelhead which carry the full genetic diversity of the species and are very important in the management of the steelhead fisheries. If it's wild, let it go!

HUNTING opportunities are varied. Hunters approach the Salmon River Canyon and surrounding country by boating from the road's end, from the few motor vehicle access roads, or by aircraft to landing fields. Pack and riding stock are available in the area. For information about outfitters and guides write:

Idaho Outfitters and Guides Association
PO. Box 95
Boise, ID 83701

GEOLOGY

From North Fork to Corn Creek, the spectacular canyon of the Salmon River has exposed some of the oldest known rocks in the State of Idaho. In the vicinity of Shoup, these rocks, called gneiss (nīs), have been dated as being 1.5 billion years old. From Corn Creek to Long Tom Bar, the majority of the rocks exposed in the canyon walls are part of the Idaho Batholith. These rocks are generally called quartz monzonite and are approximately 65 million years old. The canyon itself was formed 35 to 45 million years ago.

ARCHEOLOGY/HISTORY

Shoshoni Indians called this stream Tom-Agit-Pah: Big Fish Water. Studies have placed the earliest inhabitants of the Salmon River Canyon between 8,000 and 8,500 years ago.

Arrow points, chips, tools, mussel shells, and other artifacts found in rockshelters along the canyon confirm occupation by prehistoric man. In addition to rockshelters, there is also evidence of house pits and village sites along the river. Numerous rock paintings (pictographs) have been left behind as a reminder of early man's presence.

The Wallowa Tribe of the Nez Perce Indian Nation lived in the lower reaches of the river. Sheepeater (Tukudeka) Indians lived in the central, most inaccessible part of the Salmon River. There are old Indian campsites at Hancock bar and at Corn Creek bar.

The Shoshoni told Lewis and Clark that the Tom-Agit-Pah could not be traveled in canoes. Sacajawea's brother, Cameahwait, told Captain Clark the river was so hemmed in by high rocks that there was no possibility of traveling along the shore. Captain Clark made a reconnaissance down the Salmon River, guided by Old Toby, who was an older member of the Lemhi Tribe of Shoshoni Indians. On August 23, 1805, Clark turned back about 14 miles downstream from North Fork. He was convinced the Salmon River Canyon was impassable for canoe, foot or horse travel. Clark named this stream the Lewis River and applied the name Salmon to what is now Carmen Creek.

The coming of the white man ultimately resulted in three Indian wars in this area: the Nez Perce Indian War of 1877, the Bannock Indian War of 1878 and the Sheepeater Indian War of 1879.

The coming of fur trappers and miners in the 1800's added to the rich history of the Salmon River. Old mines, cabins, rock walls, and other structures can be observed along the river.

About 1890, Henry Guleke and a man named Sanderland explored the Salmon River rapids and falls. Their services were in great demand to float miners, prospectors, trappers and their supplies into this vast roadless country. Guleke and Sanderland ran the river canyon in scows or wooden flatboats steered by large sweeps. A new boat was built for each trip and dismantled at downstream destinations. Timber from these flatboats was then used in constructing buildings in many Salmon River Canyon gold mining camps. Guleke continued his boating on the Salmon until the early 1920's. Following World War II, rubber rafts replaced the wooden flatboats for float trips.

Indian artifacts and evidence of pioneer settlers are a part of the Salmon history and culture. View and enjoy these sites, but help protect them. Those who follow will appreciate your protective ethic.

Who Passed This Way?

Please Don't Erase The
Traces of America's Past

Archeological and historic sites hold clues to America's past. If disturbed, a part of our heritage may be lost forever.

Sites and artifacts on public lands are protected by Federal law. If you discover such remains, please leave them undisturbed. Report your discoveries to Forest Service personnel.

U.S. DEPARTMENT OF AGRICULTURE—FOREST SERVICE

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